

THE CORPORATION OF THE DISTRICT OF BURNABY

November 4, 1966

HIS WORSHIP, THE REEVE AND
MEMBERS OF THE COUNCIL

Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

Your Committee would report as follows:

(1) Dow Avenue and Beresford Street

As a result of an investigation, your Committee would recommend that a marked school crosswalk be installed on Dow Avenue in an alignment with the sidewalk on the South side of Beresford Street, provided:

- (a) that the school which will benefit from the installation (Maywood School) supplies and maintains a school boy patrol at the crosswalk;
- (b) all children who are now using the railway right-of-way adjacent to Beresford Street are instructed to use the sidewalk on the South side of this street;
- (c) parking is prohibited on the East side of Dow Avenue from 20 feet South of the proposed crosswalk North of the railway tracks.

(2) 4200 and 4300 Blocks Graveley Street plus Intersecting Avenues

The attention of your Committee was directed to a speeding problem plus the lack of adequate walking facilities on the captioned streets.

The speeding problem was, of course, referred to the R.C.M.P. for appropriate action and they informed us that patrols of the area failed to reveal any speeding violations.

Investigation by the Engineering Department disclosed that traffic volumes on Graveley Street are greater than should normally be expected. The reason for this is that traffic which would normally use the Halifax Street - Douglas Road route is now using Graveley Street because Douglas Road is being reconstructed.

As regards the request for sidewalks on the subject streets, your Committee feels that this is a matter which cannot be considered at this time because of the "tight money" situation with which Council is familiar.

A reference was made in the petition to the fact children are using the shoulders of the roads as a "play yard".

This is certainly not desirable and cannot be used as justification for the municipality providing protection for these children.

In conclusion, your Committee would recommend that no action be taken on the questions of providing:

- (a) sidewalks on these streets, for the reason given above;
- (b) any signing there to indicate the possible presence of children near the roadway.

(3) Rumble Street and Patterson Avenue

It was suggested to your Committee that the bus stop area at the South-East corner of the above intersection be improved so as to provide a landing area of adequate size to accommodate bus patrons.

It was also mentioned that this is not only a regular bus stop, but it is used as a location for collecting school students and discharging them.

At the present time, the bus stops against an asphalt curb on the South side of Rumble Street East of Patterson Avenue. Behind this curb for the full length of the bus stop area (and then some) is a gravelled walkway a little more than four feet wide. To widen it further would require some form of retaining wall because the property to the South is a few feet lower than the road.

We feel this walkway is adequate for its intended purpose and would therefore recommend that no action be taken to provide any expanded standing facilities for the bus patrons at the subject location.

(4) Imperial Street and Mandy Avenue

A request was received for a parking prohibition on the South side of Imperial Street at Mandy Avenue.

The problem is that patrons of the Central Park Golf Club park on the South side of Imperial Street, thus preventing the residents there from parking in front of their own property.

Your Committee feels that this problem should diminish with the winter approaching and will likely not recur until next year. Though there are no off-street parking facilities for the Miniature Golf Course, we understand this will be remedied in 1967 with the construction of a parking lot adjacent to the Golf Course.

In the meantime, the slight inconvenience which may be caused those residing on the South side of Imperial Street can perhaps be tolerated.

We would therefore recommend that no action be taken on the request.

(5) Sussex Avenue South from Kingsway

A problem of vehicle congestion has been observed on Sussex Avenue South from Kingsway. It is caused by the double parking of trucks waiting for loading access to the Kelly Douglas warehouse.

An investigation was made to determine the amount of turnover in the use of parking facilities on the West side of Sussex Avenue between Kingsway and the Kelly Douglas warehouse and this revealed that there is very little. The employee parking lot for Kelly Douglas was also inspected and it was found that there were quite a number of empty stalls during the day.

The conclusion was therefore reached that the institution of a parking prohibition would compel the all-day parkers (who are probably employees of Kelly Douglas) to use the parking lot which has been provided.

We would recommend that a "No Parking" prohibition be instituted on the West side of Sussex Avenue from Kingsway South to the front face of the Kelly Douglas warehouse (a distance of approximately 470 feet) between 9:00 a.m. and 4:00 p.m., Monday to Friday inclusive.

(6) Grandview-Schou-Boundary Intersection

Council has been giving consideration to the matter of acquiring property at the above location in order to allow for the removal of the advertising sign on the property and the beautification of the property.

The owner of the property has, we understand, agreed to sell it to the Corporation for \$9,000.00, subject to a number of conditions.

The Council felt that, because one of the aspects to the question involving the property is that the sign on it constitutes a traffic hazard, the Traffic Safety Committee should be given an opportunity to express its views on this matter.

Your Committee has investigated the question of whether or not the sign constitutes a view obstruction and would offer the following comments:

The only traffic movements which could be considered as approaching from behind the sign are the Northbound Boundary Road movement and the Westbound Grandview-Douglas Highway one. At the present time, this Boundary Road traffic is required to stop for that on Grandview-Douglas Highway. From the stop line there, the drivers of cars on Boundary Road have a clear view Eastward past the sign. Traffic on the Highway travelling in a Westerly direction has the right-of-way and is restricted to a Northbound movement only past the sign. This traffic also has a clear view of opposing movements (that on Boundary Road).

We would also point out that the entire intersection is in the process of receiving traffic signals which should make for safer movements on all legs of the intersection.

We concluded that, from a traffic viewpoint, no view obstruction exists and that there is no traffic problem which would justify the expense of purchasing the property.

(7) Willingdon Avenue and Grange Street

An investigation was made to determine whether warrants existed for a traffic signal at the captioned intersection. Taken into account in this investigation was the recent action of Council to authorize the construction of an additional Southbound lane on Willingdon Avenue between Bond Street and Grange Street. We were also mindful of the action of Council to authorize an expenditure of \$2,000.00 for the provision of a left-turn slot for the Southbound traffic movement on Willingdon Avenue at Grange Street. To construct both the additional Southbound lane and the left-turn slot, and to install a traffic signal at the intersection (which must include a separate phase for the left-turn movement) the following can probably be expected:

- (a) Because of the added protection for the left-turning movement, this volume should increase.
- (b) This will result in that movement travelling East on Grange Street and thence South on Sussex Avenue to Kingsway. Sussex Avenue should be provided with two moving lanes Southbound in order to accommodate vehicle storage (at least during peak hours) because of the limited "green" time on the signal at Kingsway.
- (c) Counts taken at Kingsway and Sussex Avenue revealed that approximately 63% of the Southbound movement on Sussex

Avenue turns left onto Kingsway. Should two Southbound lanes be provided on Sussex Avenue, left-turns should be prohibited from the curb lane of Sussex Avenue. The reason is that many of those turning left are destined for Simpsons-Sears and they could possibly cause congestion on Kingsway if they were permitted to left-turn from the curb lane on Sussex Avenue onto Kingsway.

- (d) With the expected volume increase on Grange Street between Willingdon Avenue and Sussex Avenue, some improvements to it may be warranted.

Your Committee is of the opinion that most of the foregoing is as a direct result of providing measures on Willingdon Avenue at Grange Street to accommodate the left-turning movement there. If nothing was done to encourage this movement, then possibly the situation described would not develop.

Notwithstanding, we would recommend that consideration be given in the 1967 budget of the Engineering Department to the installation of a traffic signal on Willingdon Avenue at Grange Street, with a separate left-turning phase for the Southbound Willingdon Avenue movement turning East onto Grange Street.

(8) Parker Street and Madison Avenue

Our attention was drawn to the captioned intersection because of the number of accidents which are occurring there.

An investigation disclosed the existence of slight view obstructions at two of the four corners; however, it was not felt that the removal of them would improve the accident situation.

The volumes of traffic on both streets were recorded and it was concluded that these volumes, in themselves, do not account for the number of accidents at the intersection.

It was noticed, however, that most motorists on Parker Street failed to either decelerate or look to the sides when approaching Madison Avenue. This is probably due to the fact motorists on Parker Street feel they have the right-of-way because Parker Street from East of Willingdon Avenue to Simon Fraser University is a through street.

The ultimate street pattern for the general area calls for the declassification of Union Street between Boundary Road and Holdom Avenue as a through street and the classification of Parker Street from Willingdon Avenue West to Boundary Road as a through street. To effect this classification now would be premature because the route has not been developed to a finished standard.

We are of the opinion, however, that stop signs should be placed on Madison Avenue at Parker Street because this will eventually be done when the through street pattern for Parker Street is implemented. Our reason for this recommendation at this time is the accident situation mentioned in the early part of this report.

(9) Use of R.C.M.P. at Simpsons-Sears' parking lot

It was reported verbally to your Committee that, over the past few years, members of the Traffic Detail of the R.C.M.P. who have been assigned to point duty during the Christmas Season on the perimeter streets of the Simpsons-Sears' parking lot, have often been asked to control traffic movements on the parking lot.

This has sometimes resulted in quite a number of officers being involved in the capacity mentioned for a considerable length of time. While they are there, they cannot be used for normal traffic work.

Your Committee was unaware of this situation until our last meeting but we do feel that the R.C.M.P. should not be used in the manner indicated. Needless to say, the Traffic Detail of the R.C.M.P. feels the same way and, as a result, do not propose to allow this use of its officers in the future.

We would recommend that Council suggest to Simpsons-Sears Ltd. that it supply a sufficient number of parking lot attendants to adequately control traffic movements on the parking lot. This should, at the same time, ease congestion problems onto and from the streets serving the parking lot, thus minimizing the amount of time spent by the Traffic Detail of the R.C.M.P. in the area.

Respectfully submitted,

EW:mc

E. J. O'Connor
Acting Chairman
TRAFFIC SAFETY COMMITTEE